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26 AUGUST 1994 | ISSUE 270

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LTA Advertising sold

Driver rescues woman



Buses For All — Accessible Special Issue

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Front Cover:

W.S. Coachbuilders are currently delivering 19 dual door Wessex IIs mounted on Iveco 59.12 chassis to the Devon General subsidiary of Transit Holdings.

News



Michael Parker

New DG for Tyne & Wear PTE

Michael Parker, currently head of operations at West Midlands PTE (Passenger Transport Executive) is to take over as director general of Tyne & Wear PTE from David Howard who is retiring after 25 years with Tyne & Wear PTE.

Michael Parker commented, 'To be director general of a PTE at a time when more and more people are realising that public transport is the only option if the quality of urban life is to be improved, is very exciting. To be director general in Tyne & Wear with its marvellous Metro is a great privilege.'

Atlas Olympians to North East Bus

Ten Leyland Olympians previously used by Atlas Bus to operate London Transport tendered service number 107 have been sold by Bob Vale Coach Sales to North East Bus. The 1989 buses, all but one of which have Northern Counties bodywork, have Cummins L10 engines and ZF automatic gearboxes.

Purchased to replace Bristol VRTs, six of the Olympians will go to the Tees & District fleet and the remain-

Quick thinking Alan saves woman's life

Alan Thompson, a 25 year old driver with The Kingsferry, pulled a woman motorist from her car seconds before the vehicle exploded in flames. The successful rescue took place on Blackheath in South London last Wednesday, 17 August, when Alan was travelling light to London on the A2 on his way to pick up a party of commuters.

The Van Hool Eos 100 Alan was driving was involved in a head-on collision. The Audi car driven by the rescued woman became embedded in the side of the coach blocking the driver's doors of both the car and the coach. Alan quickly opened the plug door of the coach, ran round to the car which was now ablaze, opened the passenger door, undid the woman's seat belt and pulled her clear of the vehicle. Almost as soon as she was clear of the wreckage, the car exploded. Both the car and the coach were write-offs.

Alan has been driving for The Kingsferry for six years. Proprietor Peter O'Neill commented, 'Younger drivers come in for a lot of stick, but I don't know if I could have done what he did.'



One of ten 1989 Olympians sold to North East Bus by Bob Vale Coach Sales.

ing four to United. A repainting programme has been started although some of the buses will run for a short period prior to repainting. North East Bus has been buying Olympians from a variety of sources and is keen to acquire others if they become available.

Record order for OK Travel

OK Travel of County Durham has placed its biggest ever order for new buses, all of which will be bodied by Alexander and delivered in the next few months. Having recently purchased five Strider bodied Volvo B10Bs and five Dash bodied Volvo B6s, the new order calls for 16 additional Dash bodied B6s and nine Mercedes Benz 709Ds with the AM Sprint body style.

The Dashes will have 40 seats and are being purchased to replace Leyland Leopards while the AM Sprints will have 25 seats and are scheduled to replace Iveco minibuses. With 12 Plaxton bodied B6s already in service, the number of the chassis in service with OK is set to reach 33 out of a total fleet strength of around 200.

OK Travel director, Charles Marshall commented, 'We are working hard to maintain quality standards and to do this we have to invest in new vehicles.'

OBITUARIES

VERA MINNIE OSBORNE

Vera Minnie Osborne, wife of the late W Joe Osborne died peacefully at her home on 11 August. She had been closely involved in the day to day operation of G.W. Osborne & Sons of Tollesbury near Maldon, Essex since 1958.

Her sons George and Barry will continue to run the company which has operated bus services from Tollesbury to Colchester, Maldon and Witham for over 75 years.

GEOFF RICHARDSON

Geoff Richardson, 56, a founder director of Bradtech Ltd, died after a short illness on 17 July. A former member of the Royal Air Force, Geoff later joined Bradburn & Wedge Ltd, and when that company closed in 1985 joined William Bradburn to form Bradtech Ltd. He leaves a widow and two sons.

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1988 DAF MB230 DKTL CAETANO ALGARVE E168 KNH

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1984 FIAT CAETANO BEJA A463 JJF

18 coach seats, twin jack knife door, luggage racks.

1983 LEYLAND TIGER 245 HYD DUPLÉ DOMINANT IV EBW 102Y

44 reclining seats, express doors, rear saloon toilet, servery, Bristol dome.

1982 LEYLAND TIGER 218 SEMI-AUTOMATIC DUPLÉ GOLDLINER UDW 901Y

51 reclining seats, crew seat, plug door, rear continental door.

1989 VOLVO B10M GL PLAXTON PARAMOUNT 3500 F256 BHF

53 reclining seats, crew seat, Telma retarder, double glazing, aircraft type lockers, painted all white.

1991 VOLVO B10M GL PLAXTON PARAMOUNT 3500 H647 UWR

53 reclining seats, rear continental door, Telma retarder, double glazing, aircraft type lockers, Webasto.

1987 VOLVO B10M GL DUPLÉ 340 D34 ENH

55 reclining seats, rear continental door, side lockers, new MoT.

1982 LEYLAND TIGER 218 ZF PLAXTON SUPREME V NDW 136X

53 coach seats, express doors, radio, side locker

1984 VOLVO B10M GL VAN HOOL ALIZEE H WSV 541

53 reclining seats, plug door, blinds to windows, arm rests.

1990 SCANIA K93 PLAXTON PARAMOUNT 3200 LOW DRIVER G916 EHP

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1989 LAG PANORAMIC INTEGRAL, rear engine DAF 11.6 litre, 49 Vogel reclining seats + courier. Centre sunken toilet, drivers bunk, d/glazed, Webasto, Telma, 2 TVs, video, boiler, new test **£66,500**

1986 C VOLVO B10M 11 MTR PLAXTON PARAMOUNT 3200, 53 seater, radio/PA, POD **£42,500**

1986 C MERCEDES 307 D, high roof, 12 seats **£5,000**

1986 C BEDFORD YNT DUPE LAZER, 53 seater, POD, radio/PA, tested April 95 **£16,500**

1983 SETRA 215 HR, 53 seater + courier, Webasto, Voith retarder, fridge, radio/PA cassette **£35,000**

1983 NEOPLAN CLUBLINER, Merc V8, recent engine, 60 reclining seats, tables, toilet, fridge, server, Voith retarder, radio/PA, 3 TVs, new test **£28,750**

1983 (Y) MERCEDES 0303, 53 seater + courier. Webasto, radio/PA cassette **£29,500**

1978 LEYLAND LEOPARD PLAXTON SUPREME, 53 retrimmed seats, semi auto gearbox, radio/pa, new test **£8,500**

1978 (S) BEDFORD YMT PLAXTON SUPREME III, 53 seater **£3,250**

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News

Scottish Traffic Area relocates

The headquarters of the Scottish Traffic Area have moved from Princes Street, Edinburgh, with effect from 23 August. The new address is: J Floor, Argyle House, 3 Lady Lawson Street, Edinburgh EH3 9SE. The telephone numbers remain unchanged, 031 529 8500 for general enquiries, 031 529 8501 Fax and 031 529 8503 for bus operator licensing and bus service registrations.

Autobus RAI

Autobus RAI 94, the major Dutch bus and coach industry exhibition, held every two years at the Maastricht Exhibition and Conference Centre (MECC), will take place from 26 to 31 October inclusive. Over 100 exhibitors have confirmed their presence at the show, the duration of which has been extended. The event is open daily from 10.00 to 18.00 and admission costs NLG 17.50.

During the event, the 1994 winner of the European Coach of the Year title will be announced, with the trophy being presented on the winner's stand on press day.

A new feature of the event, and one that is open to UK operators, is a competition entitled 'The Finest Coach in Europe.' Touring coach operators can send in pictures of their best vehicle with an entry form obtainable from: Amsterdam RAI, project management department, Autobus RAI 94 Maastricht, tel +31 (0) 20-646 44 69. Entries should reach the judges by 16 September.

London Transport Advertising sold

LTA Advertising Ltd, the advertising subsidiary of London Transport, has been sold to LDI, a consortium made up of Transportation Displays Incorporated, the largest transport advertising corporation in the USA, and Hambros Group Investments Ltd, a subsidiary of the Hambros Bank Group.

Included in the sale is a six year contract to handle display advertising on the London Underground. After the deal LDI will control over 220,000 individual units of poster advertising space, making it London's largest poster contractor. In addition to the Underground, LDI has acquired existing contracts with the ten LT bus subsidiary companies, Victoria Coach Station, Docklands Light Rail and LT's bus passenger infrastructure.

LT's director of trading, Ian Harkness, said, 'London Transport has obtained a higher guaranteed income from its well-known advertising business in London. It gives continuity to the biggest contract, with London Underground for the next six years, as well as covering the transition to the private sector of the bus companies. We are also satisfied that the staff will be properly treated, as LDI have made it clear they are committed to good staff relations. LT expect to earn over £100 million over the timescale of these contracts.'

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Buses for All — Introduction

ACCESSIBILITY

Meeting the challenge

Accessibility to public transport is very gradually becoming easier than it once was. The numbers of lift equipped minibuses being supplied to operators, authorities, nursing homes and special schools has continued unabated and this has to mean that more people with mobility difficulties are able to enjoy more freedom. Public transport has yet to tackle the challenge quite so firmly but there are plenty of indications pointing to a positive change in attitudes.

Though there are many positive signs, we are still a long way away from the kind of fully accessible public transport system that groups such as DaRT, the Dial-a-Ride and Taxicard users organisation would like to see. Maurice Press, chair of DaRT's All Abroad campaign said last week, "The challenge for everyone involved in public transport, from government to industry, is to provide a public transport system that is safe, affordable and accessible to all. Whether you're a disability civil rights campaigner, an environmentalist worried about private car pollution, a bus operator looking for more passengers or a bus manufacturer looking for new markets,



The number of lift-equipped vehicles is increasing.

the answer lies in successfully meeting this challenge." Maurice would like to see moves to ensure that all new buses and coaches are wheelchair accessible and his organisation claims to have 125 MPs supporting his stance.

There has been much talk about the threat to the double deck bus posed by impending European legislation which seeks to standardise vehicle dimensions, but potentially more worrying is the threat to the minibus manufacturers and converters that suggested minimum limits on seat spacing and vehicle widths would impose. The small vehicle coachbuilders and converters have been among the most responsive to the needs of the mobility impaired and any moves which threaten them could harm rather than help

the cause of accessibility.

The financial cost of fully accessible buses remains a major obstacle. Now that the London Buses lowfloor project, among others, is effectively in place, other operators are able to study the results and make calculated judgements about the viability of such an operation in their own areas. Some aid has been available for lowfloor projects through the EC and many operators see this, coupled with assistance from the local authority, as the only way to fund lowfloor buses in the face of intense competition.



Experience of low floor bus operation is growing. It shows the importance of proper infrastructure provision.

While much has been said about the additional costs of purchasing lowfloor buses, the cost alone is not always a major deterrent. Operators have become increasingly aware that the correct infrastructure is an important factor in the success of any such operation and that there is a need to have support from the various authorities and highways departments in order to provide good access for buses to the stops, kerbs raised to allow a smooth passage on board the bus and adequate shelter for passengers waiting. Road surface conditions are less of a problem than had been feared but the current mania for installing traffic calming devices like sleeping policemen is not conducive to good accessible public transport operation.



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270/7680/HN

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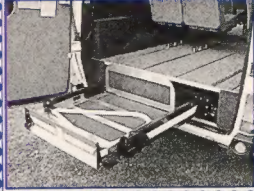
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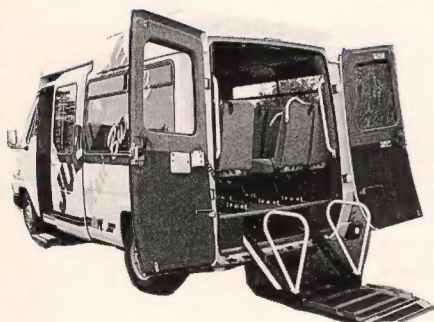
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Buses For All

Accessible services in rural North Devon

Devon County Council has been actively pursuing a policy of improving transport for its residents with mobility difficulties and those in the remote and rural areas. One of these projects involves providing a supported bus service, using accessible buses, between Barnstaple and Torrington and between Bude, Holsworthy and Bideford. Two Wright Handybuses on 8.5 metre Dennis Dart chassis were purchased for the operation and were equipped with semi-automatic Ratcliff step lifts. Devon County Council were able to secure some assistance for the operation from the Rural Development Commission.

North Devon Red Bus won the tender to operate the new services which began in November 1993. Passengers with limited mobility can pre-book their journeys by telephone and the bus will deviate from its set route to pick them up. Although half a mile is the stated distance of deviation, the ruling allows for some flexibility and sufficient time is built into the schedule to cater for this.

When I visited Red Bus in early August I travelled on the Barnstaple to Torrington service with Paul Morrey, Devon CC's transport officer and he said that the Darts had been chosen because they offered the best compromise on seating capacity and manoeuvrability. He said, 'It is important not to have buses that are wider than seven feet six inches because our roads are just too narrow to accommodate larger vehicles. We also have to allow for getting a large complement of passengers on board and so minibuses are really ruled out. Fitting the Ratcliff step lift at the entrance gives us the same ground clearance as you get on a Dart with split step arrangement, but we still manage to ground it occasionally. Tight bends and steep cambers are the main



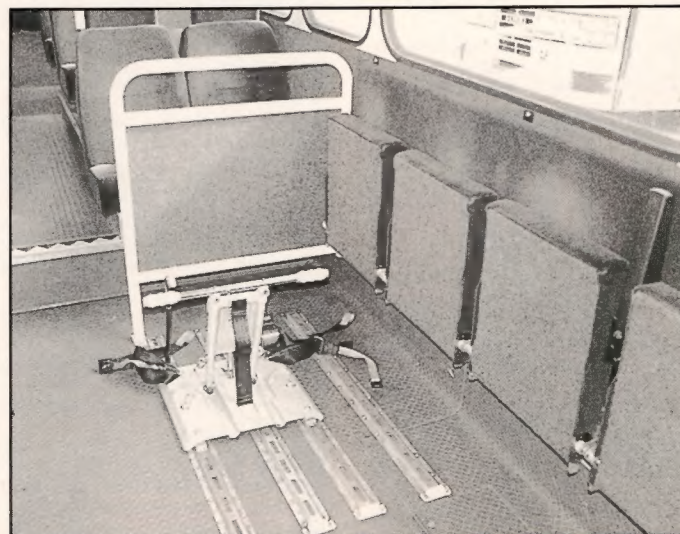
One of the Wright Handybus bodied Dennis Darts operating accessible services with Red Bus.

cause and many of the lanes in remote areas are so poorly maintained that there is grass growing up the middle.'

'We were able to introduce this service through a demand from the outlying villages and we felt that to make the services accessible would be of great benefit to those who cannot move around easily. We have a policy of working for accessibility at the Council and we needed to extend it beyond the ring-and-ride, so to put accessible buses onto a

successful route was our main aim. We allowed for the driver to deviate if necessary and he has a mobile phone on board so that any last minute changes can be relayed to him. Ideally would-be passengers who need collection will book the day before they travel. Regulars will book with the driver while they are on the vehicle.'

'These are the first accessible services we have put into North Devon and we are quite pleased with how



Wheelchairs can be clamped directly to the floor tracking or to the locking device. This is stored in locker under the luggage pen when not in use.

things are going. Everybody seems to like the buses but because they are specialist types we foresaw a problem with operators paying out the purchase price of two Darts on contracts that they could lose in five years. We felt it fairer to buy the vehicles ourselves, tender the service and then hire the buses to the service provider. That way they will always be available to whoever gains the contracts.'

'We hope to develop further next year and we would like to put 15 Dennis Lance SLFs into Plymouth. We will of course be looking at other routes in the county but it is unlikely that North Devon will get any more accessible transport for a while. To make the lowfloor buses pay they will have to be placed in a busy area that has reasonable roads. There are few other places in the county that could support them, but there will be some moving around and trials of the lowfloors to see how they perform. There is a good chance we can get a substantial grant from the EC for introducing lowfloor buses and the project really hinges around whether that funding is forthcoming.'

Five drivers are trained specifically to operate the Darts and provide cover for each of the routes. They are all put through first aid courses and attend sessions on how to handle passengers with disabilities, how to operate lifts correctly and how to secure wheelchair passengers safely. The regular driver on the Barnstaple to Torrington run is Mervyn Harris and he is enthusiastic about the accessible services. He said, 'Without these buses a great many people couldn't travel easily into town for their shopping or hospital appointments. We certainly never get any complaints and we have had some nice letters from grateful passengers.'

'The bus is just about right for the job too. It goes really

Buses For All

well and handles nicely, not too big and yet large enough to hold most of the passengers we encounter. Although I only get about three regular wheelchair users a week, I do use the raise and lower facility on the step lift quite a lot. I'm happy to do it for all the elderly or infirm people but many of them would sooner struggle than think they are putting me out. They are getting more familiar with procedures now and there is less opposition to the lift being used to help them up or down.'

'Deviation from the route is not something I have to do very much but it rarely causes any problems. I have had one couple taking the rise a bit and claiming they could not walk, but they get aboard all right and spend all day wandering round town. I refused to give them service to their door because they were just abusing the service. They complained a bit but I think they realise now that we are not a taxi service and not here to be used selfishly. The only other adverse comments we had were when the service first started. One of the local dignitaries actually went on local radio and criticised the idea of deviating as it would mean that passengers expecting to make connections in Barnstaple would be late arriving. She took no account of the fact that we allowed for the deviations and I don't think we have had any problems with being overdue at all. So her observations were not really justified.'

'The only things I can find to grumble about on the bus are the mirrors, the windscreen wiper and I reckon it could really do with a retarder. Dennis said we didn't need one on an 8.5 metre but the brakes wear out faster than I would like. The mirrors are absolutely useless when it rains, their position means that as soon as any moisture is thrown up, it gets on the glass and you just can't see. The inclined screen is perhaps better for deflecting dazzle but I just can't get a window wiper to be effective on it. I had them fit direct replacements, short ones, long ones, and anything they can come up with, but as yet there does not seem to be one which will clean all the swept area.'

Tony Morgan is the general manager of the Red Bus operation which is based in Barnstaple. He felt that the



Comfortable seating was chosen for the Dart services as the passengers are often aboard for 30 minutes or more.

services, although running smoothly enough, were not supported enough by the public. He said, 'I am a little disappointed by the response that we've had, especially when you consider the vociferous nature of some of these minority groups which complain about a lack of accessible transport. I feel we are getting a poor response when there are only three wheelchairs carried each week.'

Paul Morrey argued, 'The Council is quite happy with what we have. If you consider that Torrington has a small population and of those there are probably only about six people in wheelchairs. That means we have 50% of them using the service regularly, and as Mervyn pointed out, he does use the step lift quite a lot for a number of elderly passengers.'

Tony said, 'Don't think I'm in any way against accessible services, I can think of nothing I would like more than to operate a fleet of Lance SLFs but the roads here are just not suitable. There are serious



When the step is unfolded it carries a wheelchair comfortably.



An additional wheelchair bay can be created by removing the first pair of forward facing seats on the offside.

problems with road widths and also their condition. The low population also means you could not make them pay their way, but I can see that it is the kind of vehicle that is required to encourage the car users onto buses.'

'That said, I don't think we could have a better all round vehicle for the job than the Dart. We already run some in our fleet and they are very popular with the passengers. In fact we get complaints if we have to take one off for maintenance and send out a National or an RE in its place. It is actually better to send out a double decker because they have lower entrances. The number of complaints certainly drops when we do.'

Despite the efforts of Red Bus and Devon CC in making local services as attractive and accessible as possible, they have a constant battle with the planners on the local council. Red Bus claim that the one safe and suitable bus station in Barnstaple is under serious threat of demolition and would be relocated too far from the shops for many of the elderly and infirm passengers to walk to comfortably. Tony commented, 'It may seem illo-

gical that the council is largely made up of shopkeepers and yet they are against having the buses drop their passengers close by, but the idea seems to be to keep the buses out, turn the bus station into a car park and encourage the car drivers to come in and park close by instead.'

Although the supported services do not carry vast numbers of passengers the morning trip from Torrington to Barnstaple is usually full, while the outward journey has very few passengers. The situation is reversed in the late afternoon as people return from the town. Both Devon County Council and Red Bus have been seeking additional and alternative work for the vehicles. They considered private hires would be popular as there is a distinct lack of any such provision in North Devon. Response to this has been poor although most local groups did show an interest. One of the major problems has been that the services operate six days per week and that only leaves evenings and Sundays available for private hires, with some of that time required for routine maintenance.

Both the Handybus bodies specified by Devon CC have been equipped with 28 seats and one wheelchair bay which has tip-up seats along the saloon side. A further space can be made available directly opposite by removing the first pair of forward facing double seats.

Floor tracking has been installed to ensure the secure clamping of wheelchairs and restraining straps can also be attached at suitable points. An Unwin wheelchair restraint is used to secure the chairs where possible as this keeps them very firmly anchored, whatever their configuration. Some securing problems are caused by the more modern sporting types of wheelchair which are difficult to restrain using conventional clamps. The Unwin device is more universal.

Ratcliff's step lift caused some concern in the early days of the operation as it was required to be fitted with a microswitch preventing the vehicle from moving while the lift was in use. The switch would trigger when the vehicle went over a bump and cause the engine to cut out. This was very quickly rectified and it has been no further

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trouble other than developing an occasional rattle and grounding at various times. As it offers the same clearance as a normal split step, this is not a fault with the lift but its weight may contribute to additional travel on the suspension, resulting in grounding.

In normal operation the step can be raised and lowered by the driver to assist boarding. Should the platform be required, the step unfolds to create a stable platform which rises to the level of the entrance and gangway. Although the lifts in both vehicles are semi-automatic, Ratcliff produces a version which will deploy and stow automatically, without the need for the driver to leave his seat.

Summary

Devon County Council has set itself some ambitious projects for accessibility in the near future but the services operated by Red Bus are performing very well. Despite Tony Morgan's desire to carry



Red Bus already operated a number of Darts prior to winning the Devon CC tender.

more disabled passengers it is quite possible that the majority of those living along the route who are wheelchair bound are already using the service. In such a remote and rural area, many of the population will have been used to isolation and poor services and it takes time for them to change their ways. Red Bus may find that numbers on the services begin to swell when the public realises that it is regular and reliable as well as accessible. The links made

between the towns and villages of North Devon are important to people with no transport of their own. They rely heavily on them and it is heartening to see Devon CC supporting such services which would be totally non-viable propositions to a commercial operator.

**BY
MARTIN
COLE**



The step lift can be lowered and raised in its normal position which allows passengers to step on level with the kerb and the driver can raise them up to gangway level.

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Buses For All

Scania MaxCi in Dundee

While many of the accessible transport lowfloor bus projects have been supported by grant-aided schemes, Tayside Buses, the former Scottish municipal, has been conducting its own trials in Dundee with a single Scania MaxCi. The vehicle was bodied by East Lancs and has been in service now for over 12 months. Tayside paid the full purchase price for its MaxCi and has been assessing its viability along with its acceptability on a number of routes serving the major residential areas of Dundee. It was supplied by Reliable Vehicles, Scotland's Scania distributor.

Tayside's operations director, Doug Fleming said, 'The MaxCi has proved very popular on all the routes it has operated. While people do not always make it plain how much they like it when the bus is on their route, we get a lot of letters of complaint when it moves elsewhere. We like the vehicle very much, it is modern, light and comfortable and we are sure this is the direction we have to move in to attract the public away from cars. We think this is the way forward and that this type of vehicle, possibly in some ten years' time, will become the norm in large single deckers - legislation will probably make it happen.'

'In service the MaxCi has been fine and we have received a lot of praise for the comfort of the seating. But we feel the biggest step forward has been the accessibility to young mothers encumbered by children and shopping. The lowfloor bus concept makes life much easier for them and actually encourages them to travel by bus.'

Tayside has done its best to operate the MaxCi where it knows there are large numbers of elderly people.



Tayside's Scania MaxCi lowfloor bus which has been operating on a number of routes in Dundee.

Varying the routes to test local reaction and to assess any increase in ridership. During these assessments it has become evident that there is a definite benefit from time saving and operational efficiency but the vehicle's operation has been hampered by a lack of suitable infrastructure provision. Doug Fleming believes that operators and manufacturers should get together with authorities to discuss all local problems and to get a feeling for what the ultimate aim is of lowfloor buses. He



Some help from the authorities in raising kerb heights at bus stops would give a dramatic benefit to accessible services.

said, 'It is important that we all work together because the infrastructure is all important, without that being in place nothing can operate properly. If we can bring these things together we will definitely consider further purchases so that a proper accessible low-floor network can be established.'

Tayside have not disclosed how much they paid for the MaxCi but it would not have been a cheap deal. The low-framed N113CRL chassis was first shipped to East Lancs for them to construct the body frame. As this has to be much stronger than conventional framing, to ensure structural integrity and prevent chassis flexing, it was then transferred back to Sweden for testing and final approval before returning to East Lancs for completion.

The interior layout of the MaxCi has been criticised by some observers for being too crowded. This stems from the narrow throat in the gangway which is the result of wheel-box intrusion. In comparison with the Dennis Lance SLF and Volvo B10L, it does seem that this is so, but in practice passengers do not seem to notice any detriment. Scania

has not been unaware of the criticism and areas of the internal layout are being addressed on versions currently in-build. Scania leave fuel tank positioning to the body-builder so that they can make the most of their own designs and features. On the Tayside version, East Lancs positioned the fuel tank between the entrance door and the nearside front wheel. The corresponding space on the opposite side left room to place one slightly elevated forward facing seat.

In service the MaxCi has proved to be mechanically sound and the engineering department is full of praise for the vehicle. Don Cochrane, the company's business development manager, said, 'I wish we'd got a lot more of these. It doesn't give any trouble at all. Apart from routine servicing we don't know it's here. We were not unfamiliar with the East Lancs body and it has proved to be very substantial and sound in operation.'

The floor height at the entrance on the MaxCi measures 320mm which can be lowered to 200mm by a kneeling device. The floor is slightly ramped, giving a 20mm rise to the main gangway which remains level and flat at 350mm as far back as the rear axle. Here two steps give access to the raised rear section and right at the rear of the saloon, a further step assists passengers onto the back row of seating which is above the engine compartment.

The MaxCi is equipped with a vertically mounted transverse DSC11-71 engine which meets Euro 1 specification. It drives through an angle-drive unit coupled to a Voith D863 three speed automatic transmission and also has an integral retarder. Full air suspension is standard but

Buses For All

the kneeling device is listed among other optional equipment.

There are 42 seats on the vehicle with provision for 23 standee passengers. Some luggage space is available above each of the wheel boxes but they are a little high for some passengers to use easily. Wheelchair bays are positioned either side of the saloon, immediately behind the wheel boxes. They have tip-up seats at either end which allow more seating spaces at times when the bays are not in use. They are extremely popular with passengers pushing buggies as they do not have to collapse them when boarding the bus. Toddlers remain in their buggies and parents can keep them close at hand.

Wheelchair passengers are instructed to sit facing the rear, but there are no restraints provided. No belts or floor tracking have been fitted so wheelchairs cannot be clamped or secured in position. Once installed in the bay, anyone travelling with the disabled passenger can sit close



There are no methods of securing passengers in wheelchairs, just stanchions for the occupant to hold on to.

to them and assist in controlling or steadying a wheelchair during the journey.

Passengers

During my visit Tayside had arranged to pick up two members from local organisations representing disabled people. Edith McBride, the vice chair person of one such group had brought her disabled daughter, Karen, into

Dundee to try out the bus and to comment on its accessibility. Karen spends most of her time in a wheelchair and despite her physical handicap, accompanied by a lack of speech, she likes to move around independently and was very enthusiastic about the project. Edith explained that her group was currently trying to begin a resource centre in Dundee which would be open to anyone with mobil-

ity difficulties. She said, 'There is such a lack of good accessible transport in Scotland. You don't have to be physically handicapped to appreciate the problem, a great many people that are suffering from rheumatism, arthritis, or any debilitating disease, even plain old age or someone recovering from a stroke knows how difficult it can be to get around. We would love to be able to hire vehicles that are as easy to get on as this one for excursions. We don't live anywhere near where this bus has been operating, in fact we didn't even know about it until recently. But it is certainly a bus we would use, Karen could use it on her own and would love that extra independence. To travel anywhere now, we have to use taxis and that is less convenient and a lot more expensive. It would be a major benefit to a lot of people if more such buses were being used.'

Another lady passenger in a wheelchair claimed she had been working for accessible transport in Dundee for some



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years. She commented, 'To have something like this on a regular route would be a god-send. It would mean many disabled people could travel independently, without having to bother people for assistance.'

Other comments included: 'This is a nice bus - so easy to get on and off'; 'I wish there were a lot more like this one'; 'It's a very smooth ride, I like it a lot - is there any restriction on coming aboard with acid batteries in a wheelchair?'; 'I enjoy getting on here, it is so easy and the seats are very comfortable but the ones at the very front are not easy to get into.'

Summary

The operation of a lowfloor service in Dundee has been an ambitious experiment which has highlighted the need for more vehicles of the type and infrastructure improvements to allow their operation. One bus on its own cannot fully service a route, ideally every vehicle should provide the same facilities. Without potential passengers



A great deal of operating time is saved when buggies do not have to be collapsed. Many mothers have been encouraged to use the low-floor bus because of this facility.

being confident that the next bus will be accessible to them, the full potential of the low floor configuration cannot be realised. For an operator to invest in enough lowfloor buses to operate a single route would be a brave move, but it is this level of provision that is needed to maintain a regularity of service which passengers can adjust to and have the confidence to turn out and use.

Tayside has been reasonably successful in its activities since its privatisation but has had to contend with a number of local problems. Doug Fleming explained, 'Tayside itself has been performing reasonably well. Dundee is currently an area of high unemployment and we also have a great deal of city centre turmoil being caused by many pedestrianisation projects. These things don't help when we are looking to run a profitable operation. People don't travel so much when there is no work and this area has been hit very hard over the last couple of years.'



The MaxCi interior showing the profusion of handrails.

The lone lowfloor bus has whetted the appetites of a large number of passengers but it cannot satisfy all of their requirements. Tayside would be happy to operate more of them but it would require a substantial investment at a time when much of the popu-

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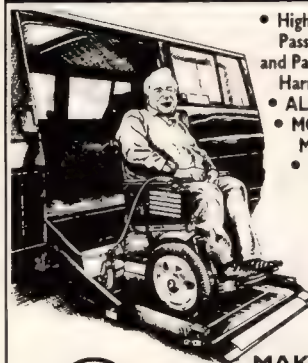
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The MaxCi at Reliable Vehicles' premises prior to delivery.

lation is out of work. Getting returns on the investment could take too long and so some grant aid from the local authority or the EC would be required to encourage them to continue. But the experiment has been a successful one both for Scania and for Tayside. Both parties freely admit to having learned a lot from the experience and will be putting that new found knowledge to good use in providing improved services and

improved vehicles in the future.

The local authority in Dundee has been sufficiently impressed with what it has seen of lowfloor operation and is now keen to assist Tayside with any future purchases. Doug Fleming has welcomed this move and will be dedicating much of his time to working with them on road development projects so that the situation is made easier for accessible buses.

**BY
MARTIN
COLE**



Scania has a MaxCi demonstrator similar to the Tayside vehicle available to potential purchasers.

DIMENSIONS

Wheelbase:	6000mm
Front overhang:	2465mm
Rear overhang:	2895mm
Overall length:	11360mm
Step height:	320mm
Floor height:	350mm for 2/3 vehicle length
Wheel lock:	52 degrees

WEIGHTS (UK) PLATED

Front axle:	6300Kg
Rear axle:	10500Kg
Total:	16800Kg

SPECIFICATION

Chassis:	Scania MaxCi
Engine:	DSC11-71 turbo-charged charge-cooled diesel developing 230bhp ● 1900rpm
Gearbox:	Voith D863 three speed automatic with integral retarder

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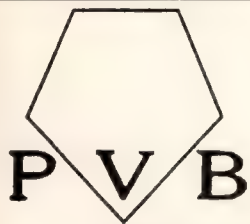


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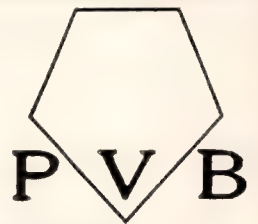
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Buses For All

Neoplan's 1977 low-floor bus

Visitors to the Neoplan Museum in Stuttgart can see examples of the many designs that have made the marque famous over the years. Most of the exhibits are coaches, including the forerunners of the Skyliner and Cityliner styles, but perhaps even more innovative is the Neoplan N814 which the company claims is the original low-floor city bus and the prototype for the many low floor vehicles that have followed. Neoplan itself has now built over 2,000 low floor buses in the intervening 17 years.

At 11.53 metres, the N814 was a full length city bus design with a step and floor height of 300mm, the same that most low floors achieve today, at both the front and centre doorway. The low floor



The first Neoplan N814 was built in 1977 and offered dual doorway layout with a step height of 300mm at both entrances.

height area of the bus extended from the front to immediately ahead of the rear axle, at which point there were two steps up to the rear section of the saloon.

In order to produce the bus Neoplan constructed a low frame front axle unit and a low mounted rear axle carrier, much of the technology for which had originally been developed for double deck coaches to help overcome the problems posed by the four metre height limit.



The centre doorway has outward opening doors and a low step level. Beyond the centre door there are two steps up to a raised rear floor.



The wide front doorway and low step offers easy access. As can be seen, many of the seats are platform mounted.

There were no slide out ramps on the N814 to help improve wheelchair access, indeed the large front wheelboxes and centre stanchion at the front door dictated that wheelchairs would only have been able to board through the centre door where a large standee area provided plenty of space. On the vehicle in the Museum the standee area had single seats along each side of the saloon, within the wheelbase, with an empty space provided with handrails opposite the centre door. These six seats were the only ones which were accessible without mounting either steps or podiums. No luggage rack provision was made, the front wheelarches each having two forward and to rear facing seats mounted upon them.

Another notable feature of the N814 was that around 70% of the body panels were constructed from fibre glass. Neoplan developed this idea much further within ten years with the introduction of the MIC Carbonliner with its all carbon body.

Since the N814 the company has gone on to develop a com-

plete range of low floor vehicles and was the first manufacturer to have a low floor bus in regular service in the UK when an N4014 entered service with Merseybus on behalf of Merseytravel. In addition to the 12 metre N4014 and N4016 models seen in Liverpool, the range now includes the seven metre N4008, the N4024 and N4026 low floor double deckers, the N4020 15 metre low floor single deck and N4032 15 metre low floor double deck and the N4021 18 metre articulated low floor single deck design.

DIMENSIONS

Length:	11530mm
Width:	2500mm
Height:	2800mm
Wheelbase:	5450mm
Front overhang:	2880mm
Rear overhang:	3200mm



Front wheelarch intrusion on this early low floor was considerable but has been progressively reduced on subsequent Neoplan designs. The seating capacity was 37 which was acceptable in Germany where a high standee capacity is the norm.

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TBP coachbuilt 814D for Hodsons of Navenby

Hodsons Coaches of Navenby, near Lincoln, have recently entered the field of accessible transport for the first time with the acquisition of a lift equipped Mercedes Benz 814D. Built by TBP, the Birmingham based tri-axle specialists, the vehicle is the first of its type. It incorporates a side mounted PLS passenger lift, below a nearside rear access door, allowing in-firm or wheelchair passengers to board easily.

All the 29 Richards & Shaw Kustombilt Capri seats are moquette trimmed and equipped with three point seat belts. With the exception of the back row, the seats are mounted on floor tracking to give maximum flexibility. Removing four seats from the rear of the saloon allows space for two wheelchairs to be clamped securely in position.

The new minicoach has been purchased for a range of duties and will operate stage carriage, school contracts and local services as well as private hires. No provision has been made for additional standee passengers but a small luggage pen is to be located ahead of the front entrance steps. Other features



The PLS lift fits snugly away in the boot but does cost some valuable luggage space.

on the new vehicle include Eberspacher saloon heating, forced-air ventilation, tinted side glazing, luggage racks and a radio/PA/cassette system.

Hodsons operate six PSVs from full sized coaches to minibuses and also two cars and a seven seater non-PSV minibus. The company is run by Mrs Sue Carter, whose husband, John, explained why the vehicle had been acquired. He said, 'We don't feel that disabled people or people with mobility difficulties should be denied luxury transport and to put up with the ambulance type of welfare minibus which has been so common. We haven't really started to market the vehicle yet, but already we have done some accessible work for local nursing homes. We will

shortly be mail-shotting all the nursing and retirement homes in the area so that they are aware that these facilities exist.'

'Our original concept was to have had the lift and access door halfway along the saloon but it was impossible to mount the lift there, the propshaft would not allow it. It works fine at the rear but it meant sacrificing a lot of boot space, something we'd rather have avoided. Because of that, we had all the available under-floor space turned into lockers so that we could regain some

of the loss.'

'We went to some considerable trouble getting the seat belts fitted. This should stand us in good stead for any further alteration to school contracts. We had fitted lap belts to our 16 seater some time ago, but now Lincolnshire County Council is demanding three-point belts on vehicles up to 16 seats, making it unsuitable. We can send along a 20 seater in its place and that doesn't need any belts at all, it's perfectly acceptable. It just doesn't make any sense.'

**BY
MARTIN
COLE**



The PLS lift.



All the seating is equipped with three-point seat belts and mounted on tracking.



Removing two pairs of seats allows the installation of two wheelchairs.



Hodson's first accessible vehicle, a Mercedes 814D equipped with a side-mounted passenger lift and access door.

Fleet Additions



Twelve Mellor 59-12s for Bradford

Bradford M.B.C. have purchased 12 Iveco 59.12 Mellor Coachcraft coachbuilt accessible buses all of which have been constructed to PCV regulations. Each features nine seats and four wheelchair spaces together with a rear underfloor PLS lift and a driver's door.



Wings opt for Optare & Mercedes

Wings Travel have been buying Optare products since 1989 including no less than eight StarRiders with another two scheduled to enter service imminently. Several of Wings' vehicles have 29 high back seats but the two latest acquisitions are to a higher specification featuring only 20 seats, tables, air conditioning, a toilet, television, video, kitchen and servery. Wings managing director, Fred Gritt, commented, 'The Optare body and Mercedes chassis are a perfect combination. They are good to drive, very economical and as an added bonus, I have always found them to be a big attraction on the second hand market with excellent resale value.'



Ramsay's lift — equipped Olympus

Olympus Coachcraft recently converted this 1991 Mercedes 709D for Ramsay's Mini-coaches of Dundee. The largest vehicle in the Ramsay's fleet, it has 24 seats with seat belts, two tables, tinted windows, curtains, television/video, a radio/pa/cassette system and a rear mounted PLS tail lift.



Optimo III Octet

The final two of an order for eight Caetano Toyota Optimo III minicoaches are pictured outside the premises of Salvador Caetano UK prior to delivery to Hertz UK Ltd. Each features a modified specification incorporating 16 seats trimmed in special Hertz moquette, Pegulan anti-slip flooring, luggage pens, tinted windows and a power operated plug door.



Fife Regional Council has insisted upon PSV specification coachwork for a batch of six Mellor Coachwork bodied Iveco 49.10s. Each has 16 seats and two wheelchair spaces and a rear mounted PLS underfloor lift.



Repeat order for Maynes

Having bought two Dennis Darts with Marshall bodywork of the style previously produced by Carlyle, Maynes of Manchester have now purchased two of the latest Marshall C37 buses. Both vehicles are 10 metres long.

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Fleet Additions



Plaxton Dennis for Londoners

The latest Dennis Javelin for the fleet of The Londoners of Peckham is this Plaxton Premiere 320 bodied example. All 53 reclining seats are equipped with inertia reel seat belts. A crew seat and a radio/PA/cassette system are also fitted. The coach was supplied by DSB Sales.



Another Alizee for Jacobs

Jacobs International Coaches of Southampton placed this new Volvo B10M Van Hool Alizee in service earlier this month. Supplied by Moseley in the South Ltd of Taunton, the specification includes a centre toilet and continental door, double glazing, refrigerator, water boiler, Webasto heating and a Telma retarder.



Following the acquisition of one Van Hool Astrobel bodied Volvo B12T three axle coach last year, Berrys of Taunton have purchased another similar vehicle. Primarily for service on Berrys's express services to London, the specification includes air conditioning, reclining seats, toilet, servery with refrigerator and water boiler, double glazing, Webasto heating and a fully automatic transmission with integral retarder. It was supplied by Moseley in the South.



Clarke's of London have recently placed in service a further four Jonckheere Deauville 45 bodied Volvo B10M coaches, all of which were supplied by Yeates Bus & Coach of Loughborough.



Kirkby Coach & Bus have supplied this Volvo B10M Plaxton Premiere 350 to McGinley Coaches of Donegal, Southern Ireland. For use on daily express services between Donegal and Dublin, it features 53 reclining seats, a courier seat and centre continental exit.



Ebdons three axle Cityliner

Recently supplied to Ebdons Coaches of Sidcup by SJ Carlton Ltd was this three axle Neoplan Cityliner. Equipped with 50 forward facing seats, air conditioning, driver's sleeping compartment and double glazing, the coach will be used on Ebdons day excursion programme and tour work.

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270/7182/DD

1978 BRISTOL VRT

74 seats, MoT June 95,
very few miles, on new
engine, fair condition

£6,000 + VAT

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270/6871/DD

MCW METROLINER COACH, 80
seats, good condition, MoT 4/95,
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Roe 74 seat 1-door bodies,
various tickets up to 6/95

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DOUBLE DECKERS

1976/7 'F' REG DAIMLER FLEETLINES,
76 seats, M.C.W. body, single door,
Gardner engines, MoT's 1995. Choice of
4.....**£4,250.00 Each + VAT**

1981 'W' Reg, 76 seats, East Lancs
body, Gardner engine, MoT to Dec.
'94.....**£6,500.00 + VAT**

1976 'P' Reg, 75 seats, Alexandra body,
single door, MoT to Nov '94, Leyland
engine.....**£3,750.00 + VAT**

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DOUBLE DECKER**DAIMLER FLEETLINE DMS**

1977 R reg single door, 77 seats,
Gardner engine, clean as a whistle,
choice of 2 or 3 only remaining

Most long tests

£5,750 + VAT each
including tyres

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DENNIS**1990 (H) Duple 320 Dennis Javelin**

53 recliners, nice toilet/washroom,
wired for TV, Ferry lift, excellent
condition owned from new only used
on private hire & tours, new test,

£58,000

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**DODGE 1986 AUTOMATIC SERVI-
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luggage room, taxed & MoT'd,
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**FORD DOMINANT I, 1973, 45
seater, 7 months MoT, long tax,
good condition, in everyday use,
£995 for quick sale. Tel 0923
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preme 4, 53 seats, MoT to
29/8/95.....**£5,750**
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preme 4, 53 seats, MoT to
26/5/95.....**£4,750**
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N Reg Ford Dominant I — Spares
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SEATS, PSV TO 21.2.95, Slam
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to acquire a good passenger,
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IV, 53 seater with arm rests, cur-
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Dome, POD, MoT Dec 94, this
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£6,000 ono. 0994 240908.**

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16 Seat Dormobile Body
Recent Retrim

£4,000 Plus VAT

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First Regd 20/8/92
16 Seat Crystal Body
Full Spec
Low Mileage
Immaculate Condition

£13,000 plus VAT

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tested till March 1995, £23,000
ono. Tel (0729) 822449 (day) or
(0729) 823409 (evenings).**

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3 x LEOPARDS, 53 seats from
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.....**From £3,500 + VAT**

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48 seats.....**£16,000 + VAT**

All with test

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Northern Counties Bus body
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53 moquette seats, PAS,
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Fitted Plaxton coach bodies,
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Choice of 6

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270/7066/LE

LEYLAND LEOPARDS

**1982 LEYLAND, 57 seater Dom III
ZD box, POD (owned since new),
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Supreme, POD, MoT to Jan
'95.....£8,250 + VAT**

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(Ipswich) Limited

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270/6826/LE

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seater, POD, quite tidy but no
MoT, £3,250 + VAT. Tel 0272
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510 Leyland engines, 42/49 seats,
long MoT's, choice of 10 (2 with
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From £4,000 each + VAT

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TON SUPREME EXPRESS, good
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or 0977 616107.**

270/6847/LE

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Plaxton Supreme IV, 12 metre, 53 seats,
MoT March 95, above average
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Plaxton Supreme IV, 53 seats,
Eberspacher secondary heating,
airdoor, MoT Oct 94, taxed
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LEYLAND AVAILABLE**

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A/H 0482 899683**

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now, we have both coach spec
and some service buses also auto
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Motors 041 221 3165.**

270/6878/ME

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MoT 11 August, 1995, £29,750 plus
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Tel: 0725 552247.**

270/7053/ME

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1984 MERCEDES, 21 seat, long test, £5,000 + VAT. Tel 061 232 0129 day, 061 456 9747 eve/wkd.
270/6866/ME

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49 seater and toilet, TV, video, drinks

£37,500

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John Broadhurst

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23 seats, Europa conversion, white with many extras including large luggage compartment.

Excellent condition.

1 year's MoT

£22,500 ono + VAT

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270/7036/ME

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12 Seat Mini Bus
Whittaker Conversion
MoT Feb 95

£4,000 Plus VAT

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270/6824/ME

NEW MERCEDES 410, with 16 face forward seats, racks, with belts, radio/cassette, 2 weeks delivery, part ex welcome, also with all removable seats, underfloor tail-lift, 2 weeks, Blythwood Motors 041 221 3165.
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1986 'C' M.C.W. 73
SEATER EXECUTIVE

all new video, radio, TV
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-needs painting.

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270/6921/MCW

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1991 FORD ASQUITH REPLICA MODEL T FORD

11 leather button seats, fully carpeted, finished with Walnut veneer, radio cassette.

New MoT, this miniature coach is in mint condition having covered only 23,850 miles from new.

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Fitted with AMF makers
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Petrol, white, new MoT,
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£1,250 ono

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270/6849/MB

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Dormobile body, diesel,
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£2,450

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or

0836 680747 (Mobile)

270/6838/MB

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18 high back moquette seats,
luggage racks, power door, fully
carpeted, 2 roof lights, taxed till
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High spec, lux 16 seater minibuses,
high roof

EXCELLENT VALUE FROM £18,495 + VAT

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Part Exchange Possible

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15/16, high spec, luxury minibus

£22,995 + VAT Excellent Value

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16 highback seats, power door, destination equipment, one owner with full service history, new test, excellent condition

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270/7059/MB

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CITROEN C25 1988, Window Van, 15 seater, turbo, diesel £6,950
TALBOT EXPRESS 1988, 14 seater diesel, white £6,950
FORD TRANSIT 1989, 15 seater, petrol, white £6,450
MERCEDES 307D 1986, diesel, 12 seater, white £5,450
MAZDA 2200 1989, 14 seater, diesel, white £4,950
MERCEDES 307D 1984, 12 high back seats, diesel, cream £3,950
MERCEDES 1984, 12 seater, petrol, red £3,950
FORD TRANSIT 1985, 16 seater, diesel, white £3,950
FORD TRANSIT 1985, 16 seater, diesel, yellow £3,950
FORD TRANSIT 1986, 16 seater, diesel, white £3,950
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BMW 540, 1993, 1 previous owner, 8,000 miles, leather, automatic air cond, radio, cassette, CD £31,950
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Wheelchair Accessible

VW TRANSPORTER 1988, 10 seater diesel, new engine blue £6,450
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269/4802/MB

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1991 VW TRANSPORTER, 11 seater, advanced conversion, PCV, diesel turbo, test till Feb '95, £5,500 ono + VAT. Tel 0740 651500. 270/7180/MB

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New Vehicles, all makes supplied
SUPPLIER OF NEW
AUTOBUS CLASSIQUE VEHICLES

1989 DEC G REG VW LT55 Optare City Pacer, 4-speed g/box, 23/25 seats + 5 standees, power door, Telma retarder, test Feb '95..... £12,500

1984 B REG TRANSIT, diesel, overdrive, Dormobile, 16 seater, clean and tidy for year, test Jan '95..... £3,500

NON PSV

1989 FORD TRANSIT, petrol, 10 seater Dormobile, A. M. Ratcliffe tail lift, MoT Aug 95..... £9950

1986 D REG FREIGHT ROVER, diesel, h/roof, 14 seater, mini bus..... £3,500

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E REG FREIGHT ROVER LWB, Hi-top, 13 seater, fitted tail-lift, one owner..... £5395
E REG RENAULT/DODGE S46, turbo diesel, automatic, 14 seater, fitted tail-lift, one owner..... £6495
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Plus many more in stock

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1 x E Reg 25 DP seats, manual, 12 months test £7,500
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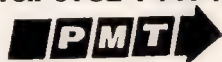
1989 FREIGHT ROVER, 16 seat petrol, PSV, MoT June '95, taxed Nov '94, COIF, good condition, resprayed white..... £3700 + VAT
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270/6738/MB

FREIGHT ROVERS D reg

16 seat, most with current MoT
Prices from £2,800 inc tyres + VAT

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the **KINGS FERRY**
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CHOICE OF 3 SETRA 215HDs



ALL SOLD

RED 82 AND 83
These are immaculate and operate on the line alongside new coaches.
All are fitted with fridge, toilet, coffee m/c, radio P/A cassette, video, W.asto and power continental door. (Everything works).
Tests Nov 94, Dec 94, Mar 95. New tickets can be arranged.
All had a total re-trim including seats, carpets, curtains and racks this year.

£49,500 ono
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1988, 18 seater PP, large boot, nice clean coach, in daily use, MoT to March '95. £21,000 + VAT

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1989 F VOLVO B10M DUPLÉ 320, 57 seats, radio P/A cassette

1985 VOLVO B10M VAN HOOL ALIZEE, 49 recliners, centre toilet, radio P/A cassette

OTHER

1986 C DAF PLAXTON PARAMOUNT 3200, 55 fixed seats, radio P/A cassette

Reliable Vehicles Limited

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FAX: 031-335 3158 267/2579/SC



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PLAXTON 3500 BODY.

51 recliners, toilet + drinks machine, video, long test.

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Coaches urgently required

FOR CASH

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VOLVO B58 1979, 57 seats, Domi II, MoT Oct 94, £7,950 ono. Nuneaton 0203 373439. 270/6872/VO



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55/67 armchair reclining seats, Plaxton 4000, TV/video/stereo, toilet, tables, cup holders, glove nets, double glazing sun blinds, curtains, carpets, all rubber flooring, Kilix drinks and fridge, air extractors, 3 crew seats, bunk, large luggage lockers, maintained regardless of cost, owned from new, exceptional condition, long MoT, recent overhaul and new gear box

£95,000 plus VAT ono
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Flights Coach Travel

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20 Seat Mini Coach
Full Test
Nice Condition

£18,000 Plus VAT

Please contact
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VOLVO

VOLVO B58

1981, 55 seater, Dom II, 12 months MoT. All white, Telma, new batteries, brakes, new radio, P/A

£11,950 + VAT ono

Tel: Gwent

(0633)

252588/272360

270/7042/VO

NOV 1989 G Reg

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51 reclining seats, toilet, wired TV/video, tested until November '94, low mileage, only used on British tours.

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270/7052/VO

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270/7035/VO

VOLVO B58 — 1980 — Private Plate

Plaxton Supreme — 57 seater

Owner Driver

last nine years

MoT — November — Retrimmed

Good Condition for age

£14,450 + VAT

Contact Tony Turner
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270/6853/VO

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53 recliners, centre sunken toilet, hot drinks, courier seat, full curtains, MoT till July '95

£65,000 + VAT

CYRIL EVANS COACHES
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270/6863/VO

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270/6846/VO

1987 VOLVO B10M GL DUPL 320

57 seater, excellent condition

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0860 295986

270/6733/VO

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25/29 seater mini bus/coach

No more than 6 years old

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270/7700/WA

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270/6833/WA

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Waddons

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Fax: 0222 860231

270/7073/WA

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269/7028/WA

UNCLASSIFIED

VOLVO B10M 340 DUPL 1988, 55 recliners, fully auto, all white, MoT 1995.....£50,000
DAF PLAXTON MkV, 1983, one owner from new, retrimmed and new engine, 1992, MoT 1995, video, 57 seats.....£17,500
BEDFORD YMT DUPL DOMINANT II, taxed and MoT'd, 53 seats, V reg, 1980, immaculate condition, all white.....£4,650
DUPL DOMINANT II BEDFORD, for spares.....£500
MERCEDES 300D REG OCT 92, 93 model with airbag, ABS, every possible extra, FSH.....£20,000

WADDONS

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270/7072/UN

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57 seater Semi Auto

MoT April 1995

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270/7088/UN

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IVECO rear engine 28 lux & recliners, p door under 55k.

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88 VOLVO B10 DUPL 320, 57 seats, tested

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84 DUPL 35, 35 Coach spec.
84 DAF LAG, 49 toilet, exec.
83 DODGE R BURGESS, diesel, auto, 17 F door.
82 DENNIS, V8 auto Alexander Service Bus.
81 BEDFORD, Plaxton 29, P door
81 LEOPARD DUPL EXPRESS, 53
81 BEDFORD, 53 Duple, Testing
81 DAF MB200, 46 + toilet + no test
79 LEYLAND PLAXTON EXPRESS, 49
79 VOLVO DUPL II, 48 rec, toilet, Tested.
78 SEDDEN, Gardner manual box.
78 LEYLAND Duple, express doors.
78 LEYLAND EXPRESS Duple, 53
77 VOLVO PLAXTON, 53 8 speed testing.
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June 95, 6 months
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20 seats, 12 months MoT,
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0686 668443**

270/6873/JUN

FOR SALE**1992 (J) DENNIS JAVELIN,
CAETANO ALGARVE I, 50 seater,
toilet, fridge, TV, video,
radio/cassette, PA, curtains. MoT
July 1995 £85,000 First reg 15/7/92**
**1992 (K) OPTIMO 2, 18 seats,
TV/video, drinks machine, large
boot £38,500****TEL: (0603) 898557
NORWICH**

270/6921/JUN

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TOYOTA OPTIMO****NEW: IMMEDIATE DELIVERY —**

Toyota Caetano Optimo III — 21 seat Luxury Coach

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270/6714/JUN

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270/7054/JUN

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266/4334/JUN

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finished in Diamond White, MoT
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Express, S/A repanelled with all
steel structure, replaced as
necessary inc. of rear bulkhead,
retrimmed and finished in
diamond white, MoT 3/95
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270/6848/UN

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TON SUPREME, 44 seats + toilet,
MoT Dec 94.....£6,500 + VAT
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PLAXTON SUPREME (re-bodied),
49 seats, MoT March 95
.....£6,500 + VAT
1980 FORD SUPREME EXPRESS,
53 seats, MoT Nov 94
.....£4,500 + VAT
1979 FORD DOMINANT I, 53 seats,
MoT June 95.....£3,500 + VAT

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1987 (D) DAF, CAETANO, 53
seats, good trim, good
reliable coaches

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seater, MoT, taxed, good
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1977 BRISTOL LH, ECW, 45 seats, MoT 9-12-94
1976 AEC 760 PM, 53 seat, MoT expired
1980 BRISTOL LHS, ECW, 35 seat, MoT 05-3-95
1979 BEDFORD YMT DUPLÉ, 53 seat, MoT
11-12-94
1979 BEDFORD YLQ DUPLÉ, 45 seat, MoT
25-02-95
1979 BEDFORD PJK DUPLÉ, 29 seat, MoT
19-11-94
1980 BEDFORD PJK DUPLÉ, 29 seat, MoT
30-01-95
1980 BEDFORD YMQ DUPLÉ, 45 seat, MoT
13-10-94
1980 BEDFORD YMQ DUPLÉ, 45 seat, MoT
02-11-94
1984 FORD TRANSIT, 12 seat, MoT 17-03-95
1984 FORD TRANSIT, 16 seat, MoT 25-05-95
1985 FORD TRANSIT, 16 seat, MoT 03-09-94
1986 FORD TRANSIT, 16 seat, MoT 25-11-94
1986 MERCEDES 307D, 12 seat, MoT 07-12-94
1986 MERCEDES 307D, 12 seat, MoT 21-12-94
1986 MERCEDES 307D, 12 seat, MoT 06-09-94
1987 MERCEDES 307D, 12 seat, MoT 20-03-95

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1974 SEDDON PENNINE/PERKINS BUS.....£—

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270/6862/UN

84 DAF 280 TURBO, 53 seats,
manual gearbox with splitter. Tidy
motor.....£10,950

77 DAIMLER FLEETLINE DOUBLE
DECKER, 180 Gardner, 76 seats +
7 standees, PAS and SA,
tested.....£4,500

76 VOLVO B58, 53 seats, new test.
Nice tidy motor.....£5,750

75 LEYLAND LEOPARD 680, SA,
PAS, 53 seats, running, spares or
re-test.....£2,000

74 LEYLAND LEOPARD, 10 metre,
41 seats, SA, PAS, running, spares
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170/6839/UN

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1990 H PLAXTON 3200, 51 seater
Paramount Executive Dennis
Javelin.....£52,250
1989 G VOLVO B10M PLAXTON
3200, 53 seater Paramount, 53R,
low driver, pannier
lockers.....£65,000
1989 G DENNIS JAVELIN DUPLÉ
320, 53 seater Executive, two
monitors.....£47,750
1987 PP VOLVO B10M VAN
HOOL ALIZEE, 53R.....£55,000
1985 PP VOLVO B10M VAN
HOOL ALIZEE, 49 seater Execu-
tive, centre services.....£42,500
1984 PP VOLVO B10M VAN
HOOL ALIZEE, 49 seater Execu-
tive, centre services.....£37,750

All vehicles in good condition and in daily
use. Service records available.

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**1983 PARAMOUNT
LEYLAND LEOPARD**

53 seat, 12 metre, in good all round
condition, MoT 01/95, tax 10/94, new rad
+ g/box (semi), diesel pump and
injectors. Private plate, good tyres,
radio/cassette/PA. Reason for sale, new
vehicle

£17,500 + VAT

1977 BEDFORD PJK

29 high back seats, remounted, Engine
recond and new clutch, battery, good
tyres, new radiator, one previous owner,
radio/cassette/PA, MoT October '94.
Taxed November '94. Reason for sale
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270/6811/UN

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Decker. 3 TVs, video, radio P/A,
Webasto, etc. New gearbox fitted,
still in European service, excellent
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eye catcher. Tested till July
1995.....£35,000
29 SEAT PJK DOMINANT BODY,
used until end of school contract,
taxed, MoT, excellent contract
vehicle.....£1,500
15 SEAT MERCEDES 307D MI-
NIBUS, 1988, Devon conversion,
full roof rack fitted, radio, new
MoT.....£4,000
All vehicles plus VAT and ready
for immediate delivery

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270/6702/JN

VOLVO B10M 1981, VAN HOOL, 49
seater exec, toilet, radio, good
condition, MoT August 1995
.....£22,500 + VAT
VOLVO B58, 1981, 57 seater
Plaxton Supreme Mk IV front, MoT
March 1995, radio/PA. Good
condition.....£14,950 + VAT
VOLVO 1979 B58, 53 seats,
Plaxton Supreme, MoT till
February '95.....£8,500 + VAT
FORD DUPLÉ, 1976, 53 seater,
ideal for school contracts, MoT
April 1995. Good condition
.....£2,000 + VAT

Contact:

LEON'S COACHES Stafford
(0785) 44575

270/6727/UN

1980 FORD DUPLÉ DOMINANT, 35
seater, power door, Eberspacher
heater, new brakes, clutch, turbo
and king pins, 6 months tax, tested
April 95.....£8,000 + VAT

1985 IVECO CAETANO, 18 seater,
power door, brand new factory
engine, still under warranty, 5
months tax, tested April 95
.....£8,000 + VAT

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270/6874/UN

AD COACH SALES

1983 DAF JONCKHEERE P50, 49 re-trimmed seats, toilet, water boiler,
fridge, MoT to May '95.
1981 DAF DUPLÉ DOMINANT IV, 53 recliners, MoT to July '95.
1973 VOLVO B58, 13 months MoT.
1980 VOLVO B58, panel work required
1980 VOLVO B58, re-painted, new MoT
1981 BRISTOL L.H.S. PLAXTON SUPREME, 30 recliners, MoT to March
'95.

Plus several cheaper Minibuses from 12-16 seats.

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268/4211/UN

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1993 DENNIS JAVELIN PLAXTON PREMIERE 320, 51 seats plus crew, toi-
let/TV/Video/drinks. Available August 1994

1989 DENNIS DUPLÉ AUTO, 57/51 seat, saloon toilet, MoT December 1994

1989 LEYLAND TIGER 260 DUPLÉ 320, 61 seat, luxury coach, MoT March
1995. Available August

1989 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3500, 49 reclining seats,
toilet, drinks, centre moquette strip to roof

1989 (G) DENNIS JAVELIN 8.5m DUPLÉ 320, 39 seater coach, one owner from
new, low mileage, MoT 1st October 1994, will retest if required

1988 DAF SB 2305 DUPLÉ 340, 53 reclining seats and crew, centre continental
door, centre sunken toilet, drinks, TV/Video, air conditioning, MoT January
1995. Choice of two

1987 VOLVO B10M DUPLÉ 320, 57 seater coach, finished all white, first class
example of this popular machine, MoT April 17th 1995

1987 BEDFORD YNV PLAXTON PARAMOUNT 3200, 53 seat coach, toilet

1986 SCANIA K112 JONCKHEERE JUBILEE P99, double deck, 70 seat coach,
painted white, retrimmed, MoT November 1994

Nov 1986 BEDFORD YNV DUPLÉ 320, 57 seat luxury coach, MoT November
1994

1982 DAF DKTL PLAXTON SUPREME, 51 seat luxury coach

1982 LEYLAND TIGER, rebodied 1986 Duple 320, 55 seat luxury coach, MoT
February 1995

FORD SHERPA TRANSIT, 16 high backed moquette seats

CONTRACT MOTORS

1978 BEDFORD YMT, 53 seat coach, MoT December 1994

1977 AEC 760 SEMI-AUTOMATIC PLAXTON SUPREME EXPRESS, 53 seat
coach

269/9539/UN

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LATE 1987 TOYOTA CAETANO OPTIMO 1, 6 cylinder turbo, 19 seats & 1 crew seat, tinted glass, curtains, brown carpet in centre aisle, beige seats, magazine nets, newly rebuilt engine, new turbo, new injector pump, and new injectors, radio cassette. Tested till Aug '95. New clutch fitted.....**£20,000 + VAT**

1979 T REG BEDFORD PJK 330 DUPL DOM 1, 29 seater, nice condition, MoT till Dec. 94.....**£3,500 + VAT**

1980 BEDFORD PJK 330 DUPL DOM 1, 29 seater Blue interior, nice runner, tested till April 95.....**£3,750 + VAT**

**Tel: 0689 826166
or 890079**

270/6713/UN

1983 WARD DALESMAN, Plaxton Paramount, 32 body, 57 seater.....**£20,000 ono**

1979 FORD DOMINANT II, 53 seater.....**£4,000 ono**

1979 FORD PLAXTON, Supreme Express, 53 seater.....**£4,000 ono**

1962 THORNEYCROFT, Nubian recovery vehicle.....**£5,500 ono**

All vehicles + VAT

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472409**

270/7044/UN

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1988 DUPL 425, 55 recliners, Cummins L10, manual ZF gearbox, radio, PA, video, toilet, etc, MoT 4/95.....**£52,000**

1986 DAF SB2300 DHS Plaxton 3200, 53/49 recliners, demountable toilet, radio, PA, video, 12 mths MoT.....**£42,000**

1985 DAF SB2300 DHS Plaxton 3200, 53/25 recliners, usual extras, soft trim, MoT 3/95.....**£35,000**

1978 S REG LEYLAND NATIONAL, front entry, 52 re-moquetted seats, exterior red & cream, MoT 3/95.....**£5,500**

MINI MIDI SELECTION

1993 L REG LEYLAND DAF 400, 16 seater factory conversion, choice of 2.....**£14,000 each**

1992 K REG LEYLAND DAF 400, 16 seater, factory conversion, choice of 2.....**£12,000 EACH**

1986 D REG LEYLAND DAF 350, 16 seats + 5 standees, full bus spec, moquette seats etc, MoT 11/94.....**£2,850 ono**

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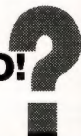
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